

Message Text

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PAGE 01 BONN 21123 211803Z
ACTION EB-08

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FM AMEMBASSY BONN
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INFO USMISSION USBERLIN
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C O N F I D E N T I A L BONN 21123

BRUSSELS FOR FAA

E.O. 11652: GDS
TAGS: EAIR, PGOV, UK, WB, US
SUBJECT: BERLIN-UK CHARTERS

REF: A. STATE 53984 (EXDIS) B. BONN 4123 (EXDIS)

1. BRITISH CIVIL AIR ATTACHE (CAA) HANLEY ON DECEMBER 19 PRESENTED APPLICATION FROM U.K. THIRD LEVEL CARRIER INTRA-AIR FOR TWO AFFINITY CHARTERS BETWEEN LONDON AND BERLIN. ON REQUEST OF EMBASSY CAA, HANLEY OBTAINED STATEMENT FROM DEPARTMENT OF TRADE THAT AFFINITY CHARTERS WERE NOT INCLUDED WHEN HMG BANNED "NON-TRADITIONAL" CHARTER CARRIERS (I.E. PAN AM) IN DECEMBER 1975. THE DOT IS PREPARED TO CONSIDER APPLICATIONS FOR AFFINITY CHARTERS FROM OTHER ALLIED CARRIERS AND TO DECIDE EACH APPLICATION ON ITS MERITS WITHOUT REGARD TO THE NATIONALITY OF THE CARRIER.

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2. HANLEY SAID THAT BRITTANIA AIRWAYS HAD APPLIED FOR A SHORT SERIES (TWO GROUPS) OF IT CHARTERS FROM BIRMINGHAM TO BERLIN. HE ANTICIPATES THAT THE DOT WILL APPROVE THEM AND THAT THE SAME POLICY ON "NON-TRADITIONAL" ALLIED CARRIERS FOR SHORT SERIES OF IT CHARTERS WILL BE ADOPTED AS THAT DESCRIBED FOR AFFINITY CHARTERS. INITIALLY THE DOT IS LIKELY TO ADOPT SUCH

A POLICY ONLY FOR NON-LONDON FLIGHTS, BUT HANLEY EXPECTS THAT BEFORE LONG LONDON FLIGHTS WILL ALSO BE INCLUDED. WHAT THE DOT IS TRYING TO ACCOMPLISH, HANLEY EXPLAINED, IS TO HAVE A MORE LIBERAL POLICY WHILE STILL PROTECTING THE SCHEDULED CARRIERS FROM SUDDEN, MASSIVE MOVES INTO THE MARKET SUCH AS PAN AM MADE IN 1975.

3. EMBASSY CAA ON DECEMBER 16 ASKED PAN AM MANAGING DIRECTOR FOR BERLIN JACOBY PAN AM'S CURRENT FEELINGS REGARDING CHARTERS. JACOBY DOES NOT EXPECT THAT PAN AM WILL WANT TO RESUME A HEAVY CHARTER OPERATION BUT SAID HE WOULD LIKE TO HAVE THE OPTION OF OPERATING CHARTERS TO THE UK IF AIRCRAFT SHOULD BECOME AVAILABLE AND CHARTERERS WILLING TO PAY A PROFITABLE PRICE CAN BE FOUND.

4. COMMENT: THERE APPEARS TO BE A GOOD CHANCE THAT HMG IS WILLING TO RE-OPEN ITS CHARTER MARKET TO US CARRIERS WITH A MORE OR LESS TACIT UNDERSTANDING THAT IT WILL BE CLOSED AGAIN IF PAN AM TAKES WHAT IS CONSIDERED UNDUE ADVANTAGE OF BRITISH LIBERALITY. INASMUCH AS WE HAVE NOWHERE TO GO BUT UP ON ACCESS TO THIS MARKET AND IN VIEW OF PAN AM'S PRESENT LACK OF INTEREST IN THE MARKET, WE BELIEVE THESE TENTATIVE BRITISH MOVES SHOULD BE ENCOURAGED WITHOUT OUR PUSHING FOR AN IMMEDIATE FULL OPENING OF THE MARKET. THIS WOULD SERVE TO STRENGTHEN
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THE PRINCIPLE OF NON-DISCRIMINATORY ACCESS FOR ALLIED CARRIERS IN A WAY THAT WOULD BE RELATIVELY EASY FOR HMG TO ACCEPT AND THAT WOULD WORK NO HARDSHIP ON ALLIED CARRIERS, AT LEAST UNDER PRESENT CIRCUMSTANCES. IF PAN AMERICAN (OR AEROAMERICA) SHOULD DECIDE TO RE-ENTER THE UK CHARTER MARKET, WE WOULD URGE THEM TO DO SO IN A GRADUAL AND RESTRAINED MANNER THAT WOULD AVOID ALARMING THE DOT.

ACTION REQUESTED: DEPARTMENT'S VIEWS WOULD BE APPRECIATED.

STOESSEL

NOTE BY OC/T.; DISTRIBUTION COORDINATED WITH S/S, MR. CEURVORST.

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